



# CALDECOTT TUNNEL

## Contractor Bidding Fact Sheet

### PROJECT GOALS

THE GOALS OF THE PROJECTS ARE TO:

- *Improve mobility for motorists and emergency crews along State Route 24 via the Caldecott tunnels*
- *Reduce delays and improve travel times*
- *Eliminate the need for daily tunnel lane reversals and merges*
- *Enhance safety for the traveling public and Caltrans maintenance workers*

### COST AND FUNDING

The estimated construction cost for the project is \$270 million. Federal, state and local funding have been secured for this fully-funded project.



### Project Location

The existing three bores of the Caldecott tunnel are located on the border of Alameda and Contra Costa counties in the San Francisco Bay Area. It carries State Route 24 (SR-24) traffic through the Berkeley Hills, and serves as a major commuter access route.

### Project Overview

The proposed project is to construct a 2-lane fourth bore tunnel north of the existing three bores. The new tunnel clear width is 12.58 m (41.25 ft), and the total length is 1,033 m (3,389 ft). Seven cross-passages will be constructed to connect the third and fourth bores to serve as emergency exits. In addition the project includes the following elements:

- *Construction of retaining walls and temporary and permanent soundwalls.*
- *Various roadway improvements.*
- *Demolition of the existing maintenance building and construction of a new 2-story operations and maintenance building.*
- *Installation of operations, communications and emergency systems.*



Visual simulation of proposed 2-lane tunnel

### Bidding Information

The project was advertised on May 18, 2009, and a minimum of a 12-week bidding period has commenced. During this time, a mandatory pre-bid conference meeting will be held for potential bidders to ask questions and learn more about the project and to meet small businesses. All inquiries will be tracked and responses will be posted on the Caltrans Office Engineer's website (<http://www.dot.ca.gov/dist4/construction/Inquiries/>). At the conclusion of this period, on August 11, 2009, the bids will be opened and the lowest responsive bidder will be awarded with the construction contract.

## Project Schedule

**SUMMER  
2007**  
COMPLETED  
ENVIRONMENTAL  
PROCESS

**WINTER  
2008–2009**  
COMPLETE  
FINAL DESIGN

**FALL  
2009**  
START  
CONSTRUCTION

**SPRING  
2014**  
COMPLETE  
CONSTRUCTION

### MAKING PROGRESS THROUGH PARTNERSHIP

*The Caldecott Improvement Project is progressing with extensive collaboration from the local transportation agencies. The Department of Transportation, the Contra Costa Transportation Authority and the Alameda Congestion Management Agency are working cooperatively to manage and deliver this regionally significant transportation project.*

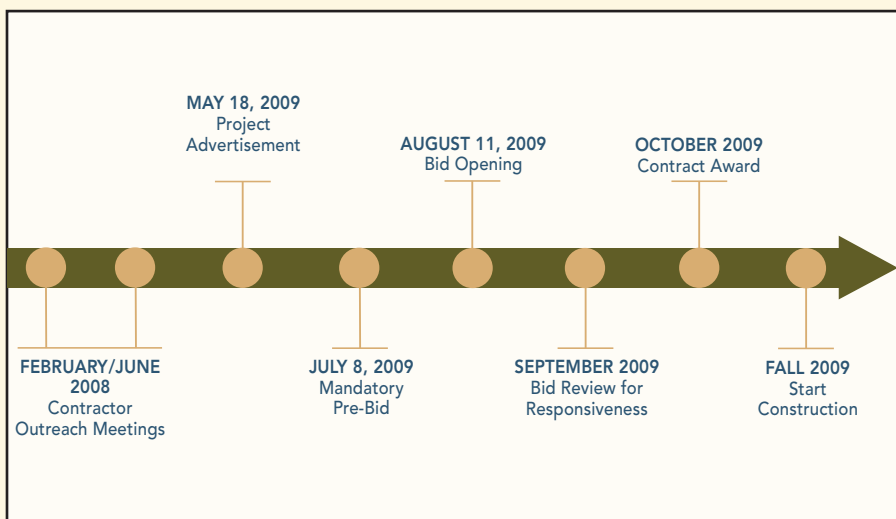
## Geologic Conditions

The geologic conditions along the tunnel alignment consist of steeply dipping marine and non-marine sedimentary rocks of the Middle to Late Miocene age comprised of sandstone, shale, chert, mudstone, siltstone and conglomerate. The structure of the rock mass varies from blocky to crushed and the average unconfined compressive strength of the intact rock strength for different geologic units varies from 1,400 psi to 7,000 psi. The fracture spacing varies from very wide to crushed but is typically close to crushed. The tunnel alignment crosses four inactive faults which occur at contacts between the geologic units. These fault zones vary in width from 80 to 230 feet and the rock within the fault zones is typically moderately fractured to crushed.

## Anticipated Construction Methodology

The design for the fourth bore is based on using the sequential excavation method (SEM), and the use of shotcrete, rock dowels, lattice girders, and grouted steel spiles in various combinations to provide initial support for the tunnel. The proposed excavation sequence utilizes a full width top heading and a full or split bench excavation at a prescribed minimum distance behind the heading excavation. Some sections of the tunnel will require a shotcrete invert arch in both the top heading and at the base of the bench excavation. The final lining system for the tunnel consists of reinforced cast-in-place concrete backed by a water proof membrane and a drainage fleece.

## Bidding Process Schedule



**FOR MORE INFORMATION  
REGARDING THE  
CONTRACT DOCUMENTS,  
VISIT THE FOLLOWING  
WEBSITE:**

<http://www.dot.ca.gov/hq/esc/oe/>

The contract number for this project is 04-294914. Also visit the project website:

[www.dot.ca.gov/dist4/caldecott](http://www.dot.ca.gov/dist4/caldecott)